

**REVISED AGENDA**

**SPECIAL MEETING  
COMMITTEE ON COMMUNITY IMPROVEMENT**

**January 29, 2007**

**Aldermen Garrity, O'Neil,  
Osborne, Gatsas, Duval**

**6:00 PM**

**Aldermanic Chambers  
City Hall (3<sup>rd</sup> Floor)**

1. Chairman Garrity calls the meeting to order.
2. The Clerk calls the roll.
3. Communication from Brandy Stanley, Parking Manager, requesting that funds (\$280,000) and associated expenses for Parking Facilities Improvements (CIP #710905) be separated from the Highway Department and controlled by the Parking Division.  
**Gentlemen, what is your pleasure?**
4. Chairman Garrity advises that the purpose of the special meeting is a presentation regarding the final phase of the Granite Street Project and a request for final funding in the amount of \$5,300,000.  
**Gentlemen, what is your pleasure?**
5. Chairman Garrity advises that this being a special meeting of the Committee, no further business can be presented and a motion to adjourn would be in order.

# CITY OF MANCHESTER

MEDO

## PARKING DIVISION



Brandy Stanley  
Parking Manager  
ostanley@manchesternh.gov

December 26, 2006

CIP Committee  
Attn: Chairman Garrity  
City of Manchester  
One City Hall Plaza  
Manchester, NH 03101

Re: Project #710905 Access

Dear Chairman Garrity:

On July 20, 2004, the Board of Mayor and Aldermen approved funds for Parking and Traffic Improvements in the amount of \$355,000.00. Of that amount, \$75,000.00 was for Traffic improvements, while the remainder was for Parking Facilities improvements.

Line Item 52BDB40968 – 280,000.00 – Parking Improvements

Line Item 52CAC10968 - 75,000.00 – Traffic Improvements

When the Parking and Traffic Divisions were separated, the funds and corresponding access were carried into the Highway Department. As a result, the Parking Division does not have access nor does it control the funds allocated to its facilities. In order to properly administer our assets, we are asking that both the funds and associated expenses for the \$280,000 in Parking Improvements be separated from the Highway Department so we may have access to it.

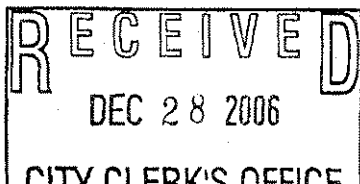
Thank you and please do not hesitate to contact me with any questions.

Sincerely,

*Brandy Stanley*

Brandy Stanley  
Parking Manager

CC: Robert MacKenzie



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Robert S. MacKenzie, AICP  
Director

# CITY OF MANCHESTER

## Planning and Community Development

Planning  
Community Improvement Program  
Growth Management



Staff to:  
Planning Board  
Heritage Commission  
Millyard Design Review Committee

### Memorandum

To: Committee on Community Improvement Program  
From: Robert S. MacKenzie *RS*  
Date: January 3, 2007  
Subject: Granite Street Project Funding

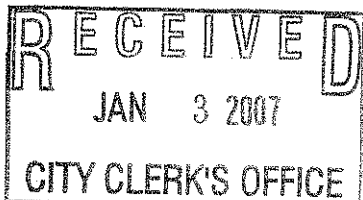
The Granite Street construction project is well underway and is on time and on budget. As you may remember from a presentation by the Public Works Director, there is a need for the final funding to complete the project from Commercial Street to Elm Street. Mr. Thomas has indicated that to keep the project on track, the final funding in the amount of \$5,3000,000 will be needed.

This is to request Committee action on this amount which would be funded by General Obligation Bond. Should the Committee act favorably, our staff will prepare the bond resolution and CIP amending resolutions to be forwarded to the Board of Mayor and Aldermen.

Attached is additional information on the funding request and Mr. Thomas will be available to answer questions of the Committee.

I will be available to the Committee at your next meeting.

C: Frank Thomas, PE



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**Granite Street Improvements  
Project Summary  
January 3, 2007**

- **Granite Street Bridge Improvements**

**Contractor: ED Swett, Inc.**

**Contract amount: \$11,751,000**

**Engineer: CLD Engineers, Inc.**

**Contract status: Approximately 59 % complete**

**Completion date: May 2008**

- **Granite Street Improvements – West Side**

**Contractor: Middlesex Corporation**

**Contract amount : part of NHDOT contract ... \$28,687,750**

**City portion: \$2,634,000**

- **Other costs:           Design :   \$1,825,500**

**Land acquisition:   \$1,575,468**

- **Funding:   City : \$3,770,000**

**FHWA: \$14,948,000**

**NHDOT   \$792,700**

**Total    \$19,510,700**

- **Future Contract – Commercial St to Elm St**

**Advertising date: February 15, 2007**

**Bid Due date:           April 15, 2007**

**Contract award date: May 15, 2007**

**Completion date:    November 2008**

**Estimated cost to complete: \$5,300,000**

# GRANITE STREET WIDENING & RECONSTRUCTION

UPDATED PROJECT ESTIMATE (NOV. 2006)	
Budget Item	Amount(\$\$)
Design Engineering	\$1,865,502
Right of Way	\$1,580,500
14025-C (West Side)	\$2,694,139
14025-F (Bridge)	\$11,941,812
14025-E (East Side) {Spring 2007}	\$4,368,000
14025-A (Railroad)	\$789,250
Construction Engineering	\$1,287,017
Contingency (Construction)	\$284,466
Total Estimated Project Costs:	\$24,810,686
Federal "Earmark" Funds *	\$14,948,000
Other Project Funds	\$792,686
City Allocation to Date	\$3,770,000
Total Available Funding:	\$19,510,686
Future Funds Required:	\$5,300,000

\* An additional \$1.5m in Earmark Funding has been introduced into current legislation however, this has not yet been approved.

**MANCHESTER 14025  
GRANITE STREET WIDENING AND RECONSTRUCTION**

**BUDGET REVIEW AND RECOMMENDATIONS**

Description		Current Budget	Anticipated Needs	Subtotals	Remarks
<b>A Construction Costs (by Contract)</b>					
<p>Current Budget is "As-Bid". Additional funding needs reflect additional fuel escalation costs (\$30k) and other misc. extras (\$20k) as defined by NHDOT plus another 20%.</p> <p>Current Budget is "As-Bid". Additional funding needs reflect overruns on items such as contaminated soils as noted by Dana C. in recent balancing CO.</p>					
14025-C (West-End)		\$2,634,139	\$50,000	\$2,684,139	
14025-F (City Bridge)		\$11,781,812	\$160,000	\$11,941,812	
To be Advertised in March 2007: Additional funding results from updated estimate based on bid results 11/2006 for similar project or about a 4% escalation.					
14025-E (East-End)		\$4,200,000	\$168,000	\$4,368,000	Associated with 14025-E Contract however has separate funding source. Additional funding
14025-A (3 RR Crossings)		\$717,500	\$71,750	\$789,250	need reflects expected 10% increase in construction costs according to Guilford Transportation 11/06.
Item Subtotals:		\$19,333,451	\$459,750	\$19,793,201	
<b>B Design/Engineering Costs</b>					
Design Fee (CLD)		\$1,240,898	\$0	\$1,240,898	Transystems and H&A Requesting additional funds due to protracted design and coordination
Design Fee (subconsultants)		\$614,604	\$10,000	\$624,604	period
Constr. Observation Fee (State)		\$210,731	\$0	\$210,731	Funds shifted to NHDOT for 14025-C contract
Constr. Observation Fee (City)		\$876,286	\$200,000	\$1,076,286	Additional 6 months added to contract when construction projects split. Results in additional field engineering time for 2 RE's and office admin @ \$30k/mo +\$20k expenses
Item Subtotals:		\$2,942,519	\$210,000	\$3,152,519	
<b>C Right of Way Costs</b>					
Item Subtotals:		\$1,580,500	\$0	\$1,580,500	Includes all costs and \$20k relocation assistance paid to Exxon/CF
Project Subtotals:		\$23,856,470	\$669,750	\$24,526,220	
Contingency:		\$725,000	\$284,466	\$284,466	Based on remaining contract values and approximate 5% contingency (14025-E/14025-A)
Project Totals:		\$24,581,470	\$954,216	\$24,810,686	
<b>D Available Funding</b>					
State/Federal Allocations to Date					
Federal "Earmark" Funds**				\$14,948,000	\$15m less FHWA Administrative Fees
Turnpike Funding				\$130,000	From overhead sign structures paid from Turnpike Funds (\$60k+\$70k)
Turnpike Funding				\$13,575	ITS components as-bid on bridge paid from Turnpike Funds (originally estimated at \$30k)
At-Grade Rail Program				\$649,111	Grade Crossing program Funds from NHDOT (verified 11/30/06 by Bob Landry)
City Allocations to Date					
Highway and Bridge				\$3,595,000	
Railroad Crossings				\$175,000	Allocated for Depot, Granite and Pleasant St. Crossings
Total Available Funds:				\$19,510,686	
Future Funds Required:				\$5,300,000	

\*\* An additional \$1.5m in Earmark Funding has been introduced into current legislation however has not yet been voted into law